States	Period for which the Governor's reports have not been received.
Andhra Pradesh	1996-97 to 1998-99
Bihar	1992-93 to 1998-99
Gujarat	1998-99
Madhya Pradesh	1997-98 to 1998-99
Maharashtra	1998-99
Orissa	1997-98 and 1998-99
Rajasthan	1997-98 and 1998-99

Allocation Under Mega City Project to Hyderabad

2577. DR. Y. LAKSHMl PRASAD ; Will the Minister of URBAN DEVELOPMENT be pleased to state ;

(a) whether Government have enhanced the allocation under the Mega city project to Hyderabad ;

(b) if so, the details thereof; and

(c) by when would be additional allocation be released to the Andhra Pradesh Government ?

THE MINISTER OF STATE IN THE MINISTRY OF URBAN DEVELOPMENT (SHRI BANDARU DATTATREYA) ; (a) During the year 1999-2000, Hyderabad City's Central Share under the Mega City Scheme was Rs. 15.66 crores. This amount has already been released to the Nodal Agency, No additional allocation has been provided over and above the amount mentioned above.

(b) and (c) In view of the reply at part (a), question does not arise.

Development of Express Ways Around Delhi

2578. SHRI NANA DESHMUKH : Will the Minister of URBAN DEVELOPMENT be pleased to state :

(a) Whether an efficient and cost efifective transport system is required to decongest Delhi and promote regional development and transport bottle-neck is the main reason for failure of NCR plan .

(b) if so, what are the expressways which Government intend to develop around Delhi;

(c) Whether there is any proposal under Government's consideration to immediately construct two major expressways linking Delhi, Ghaziabad and Meerut in NCR;

(d) if so, what are its financial implications and how Government propose to meet huge finances; and

(e) by when these would be completed in all respects ?

THE MINISTER OF STATE IN THE MINISTRY OF URBAN DEVELOPMENT (SHRI BANDARU DATTATREYA) : (a) The main objective of the NCR Plan is to decongest Delhi and to develop NCR in a balanced and harmonised manner. Hence an efficient and fast means of transportation is essential. The transport bottleneck in the NCR as reported, are compounded due to the following reasons ;—

(i) Different local laws/rules & regulations related to transport sector,

(ii) Tremendous increase in number of vehicles creating congestion and pollution,

(iii) Inadequate public transport within NCR,

(iv) Congestion of existing train corridors. Ministry of Railways has no separate sub-component Plan for the development of Rapid Rail Transport System (RRTS) with dedicated rail tracks to priority towns, extension of MRTS to NCR Towns and integration of MRTS with existing Ring Railways,

(v) Development of wholesale markets for goods including fruits and vegetables, fuel oil, PVC, Iron & Steel, marble, readymade garments and motor parts in Delhi resulting in increased heavy vehicle traffic. The development of wholesale markets, transport nagars etc, in the NCR are adversely affected,

(vi) Ministry of Surface Transport and NHAI have also expressed their inability to declare the expressways as National Expressways and take up their construction because of resources crunch.

(b) The Functional Plan for transport proposes the construction of fol lowing six expressways in the National Capital Region .—

(i) Faridabad-Noida- Ghaziabd (FNG) Expressways (56 km.)

(ii) Panipat-Kundli-Ghaziabad Expressway (120 km.)

(iii) Ghaziabad-Meerut Expressway (60 km.)

(iv) Perimeter Expressway (85 km.) along the western periphery of NCT-Delhi connecting NH-1 at Kundli and NH-2 at Faridabad.

(v) Elevated Expressway on the existing Ring Road in Delhi (48 km.)

(vi) Delhi-Loni-Noida-Surajpur-Bulandshahr-Khurja Expressway (150 km.)

(c) to (e) For the construction of FNG Expressway, the tender has to be re-advertised as a part of the Eastern Peripheral Expressway which will con nect Faridabad to Kundli on the eastern side of Delhi. The Eastern Peripheral Expressway include Faridabad-Noida-Ghaziabad and Ghaziabad-Khekhra-Kundli sections.

The estimated cost of construction of FNG Expressway and Kundli Ghaziabad and Ghaziabad-Meerut Expressways at 1999 prices as reported by the NCRPB is Rs. 1100 crores and Rs. 1135 crores respectively.

Feasibility studies for Kundli-Ghaziabad, Ghaziabad-Meerut Express-way corridors has been taken up by the NCRPB through Japan International Cooperative Agency (JICA).

NCRPB has stated that action depends on the recommendations of the final report.

Potable Water Facilities in the Municipal Areas

†2579. SHRI DILIP SINGH JUDEV : Will the Minister of URBAN DEVELOPMENT be pleased to state :

(a) whether any financial assistance has been provided to the State Government, so far, towards providing potable water facilities in the municipality areas;

(b) if so, whether Government have provided financial assistance to the State Governments of Madhya Pradesh and Gujarat for providing potable water through tubewells in the Raiya area falling under the municipalities of Rajkot and Jashpur;

† Original notice of the Question was received in Hindi.